

**5th Street Improvements Project
Key Design Factor Scoring Analysis
March 4th, 2010
As Determined Using Design Team Scoring And CAC Member Weight Factors**

Key Design Factors	Dot Scoring	Weighted Factor ¹	No Build Alternative		Alternative 1 5th Street 2-way		Alternative 2 5th/3rd Couplet	
			Des. Team Score ²	Weighted Score ³	Des. Team Score ²	Weighted Score ³	Des. Team Score ²	Weighted Score ³
Traffic Congestion (Local) ⁴	26	15.29	3.00	45.88	1.00	15.29	1.00	15.29
Traffic Congestion (System) ⁴	26	15.29	1.00	15.29	3.00	45.88	3.00	45.88
Vehicle Access	18	10.59	1.00	10.59	3.00	31.76	2.00	21.18
Emergency Response Access	15	8.82	1.00	8.82	3.00	26.47	2.00	17.65
Private Property Impacts	14	8.24	3.00	24.71	2.00	16.47	1.00	8.24
Parking	13	7.65	1.00	7.65	2.00	15.29	3.00	22.94
Pedestrian Safety	12	7.06	2.00	14.12	3.00	21.18	3.00	21.18
Noise	11	6.47	2.00	12.94	1.00	6.47	1.00	6.47
Crime	10	5.88	1.00	5.88	2.00	11.76	2.00	11.76
Property Value	9	5.29	1.00	5.29	2.00	10.59	2.00	10.59
Vehicle Speed	9	5.29	2.00	10.59	2.00	10.59	2.00	10.59
Yew Street Connection	9	5.29	1.00	5.29	2.00	10.59	3.00	15.88
Air Quality	8	4.71	3.00	14.12	2.00	9.41	2.00	9.41
Street Lighting	4	2.35	1.00	2.35	3.00	7.06	3.00	7.06
Temporary Construction Impacts	4	2.35	3.00	7.06	1.00	2.35	1.00	2.35
Pedestrian Facilities	3	1.76	1.00	1.76	2.00	3.53	3.00	5.29
Preservation of Existing Features Within Public Right-of-Way (Trees, Yards, etc.)	3	1.76	3.00	5.29	1.00	1.76	2.00	3.53
Bicycle Access	1	0.59	2.00	1.18	3.00	1.76	1.00	0.59
Stormwater Management	1	0.59	1.00	0.59	2.00	1.18	2.00	1.18
Landscaping	0	0.00	2.00	0.00	2.00	0.00	2.00	0.00
Project Cost	0	0.00	3.00	0.00	2.00	0.00	1.00	0.00
Transit Access	0	0.00	1.00	0.00	3.00	0.00	2.00	0.00
Utility Impacts	0	0.00	3.00	0.00	2.00	0.00	2.00	0.00
Total Weighted Score (With Congestion as Local)⁴			41.00	184.12	46.00	203.53	43.00	191.18
Total Weighted Score (With Congestion as System Wide)⁴			39.00	153.53	48.00	234.12	45.00	221.76

¹ Weighted factor was determined as the percentage of total "dots" received by a particular design factor.

² The design factor score was determined by assigning a value of 3 for each "best" option; 2 for each "Good" option; and 1 for each "Bad" option.

³ Weighted score = "Weighted Factor" multiplied by the "Des. Team Score" (for each key design factor)

⁴ Traffic congestion can be viewed on a local (immediate 5th street area) or system wide basis, i.e.. how does an alternative impact 5th Street and how does an alternative impact the city's transportation network. As such, two totals have been developed to represent these different view points.